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CONGRESSIONAL RECORD — APPENDIX

August 5

axles or more operated by private carriers to qualify with the department to obtain an identification cab card for each truck in the name of the operator.

Texas has organized a transportation league which is working for improved legislation dealing with the definition of private carriage and leasing activities. Idaho now has a law requiring registration of interstate authority by truck operators, and similar bills are pending in the Iowa and Minnesota legislatures. Both Arizona and Montana have stepped up enforcement activities against illegal truckers, and Illinois has adopted new leasing regulations and amended laws dealing with strengthening rules against so-called casual or one-shot transportation arrangements.

But the picture in other States is less encouraging. New Jersey has no motor carrier law at all. Main, Vermont, and Connecticut have legislation on the books against illegal carriage but no enforcement staffs. And there is little or no effort to curb illegal trucking in New York, California or Pennsylvania.

As a minimum, COTP believes every State should have—

A law requiring registration of all carriers operating over its highways.

Adequate laws and regulations covering the leasing of equipment.

An adequate inspection force with the power of arrest.

SIXTEEN KEY STATES

COTP says that 16 key States, if they had the necessary laws and a practical enforcement program, could virtually eliminate illegal trucking. COTP's 16 States, based on strategic location, population, manufacturing, truck registration, and the Interstate Highway System, are California, Colorado, Illinois, Kentucky, Mississippi, Montana, New Jersey, New Mexico, New York, North Carolina, Ohio, Pennsylvania, Texas, Tennessee, Virginia, and Wyoming.

With some modification in their laws, four of these States—Illinois, Kentucky, Tennessee, and Mississippi—could stop a large percentage of coast-to-coast operations. Two States—Kentucky and Virginia—are the key to breaking up the bulk of the North-South illegal operations.

As the crackdown on illegal trucking continues, more and more shippers are finding themselves involved. Of the 451 gray area cases prosecuted over the past year, shippers were included as defendants in 103.

Safety violations: A trucker involved in illegal operations to begin with, is not likely to pay any more attention to safety regulations than he pays to the ICC's economic regulations. In scattered road checks, State enforcement officials have found that about 80 percent of motor vehicle safety violations can be attributed to unregulated carriers. And shippers are becoming increasingly liable for the damages.

Some time ago in New Jersey, for example, a gypsy trucker who had allegedly been on the road for 36 hours without sleep, plowed into a bus. One of the passengers who was injured promptly brought a \$1 million damage suit against the trucker, the shipper association which had leased his services and the shipper members of the association charging that the shippers' association was transporting manufactured goods over the highways without authority from the ICC or the Georgia Public Service Commission.

At issue in the case, which is now before the courts, is whether or not the shippers who are members of so-called nonprofit shippers' associations are liable for the torts of that association. A ruling against the defendants in this case could be a major milestone in the fight against illegal trucking.

Short-term benefits: Actually, traffic managers who use illegal carriers usually get only short-term benefits, ignore the fact that

the unlawful diversion of traffic from regulated carriers will force rates upward and curtail the services of common carriers.

"I believe," says ICC Commissioner Rupert Murphy, "that a significant contribution toward curtailing illegal operations could be made by informed shippers taking simple precautions to avoid contributing to the schemes and devices held out to them as a means to legalize that which is unlawful.

"The shipper has full discretion to employ or not to employ one who offers carrier service or to accept or reject questionable leasing or buy-and-sell arrangements. A shipper who makes no inquiry about operating authority before tendering goods for transportation or who enters into a leasing or buy-and-sell arrangement may be aiding and abetting unlawful activities.

"A shipper who does not select the carrier," continues Mr. Murphy, "is in a somewhat different position. But he has warning of unlawful operation if:

"The vehicle which arrives to pick up the load has no permanent markings of the name of the buyer on it.

"The vehicle is registered in a name other than that of the customer.

"The driver cannot definitely identify himself as a regular employee of the customer."

A Plan To Free Cuba and To Save America

EXTENSION OF REMARKS

OF

HON. DON H. CLAUSEN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, August 5, 1963

Mr. DON H. CLAUSEN. Mr. Speaker, one of the most informed persons on the situation in Cuba is my good friend and former member of the U.S. Senate, William F. Knowland. In light of the fact that this body debated the Cuban situation for 2 hours last Monday, I feel it timely that I insert into the RECORD one of Senator Knowland's recent speeches. I am sure that the other Members of the House will be as interested in the Senator's comments as I was.

The speech:

A PLAN TO FREE CUBA AND TO SAVE AMERICA (By Hon. William F. Knowland)

Ninety miles from our shores there is a Soviet base in Cuba. We have had a vacillating policy relative to Castro. We have at one time or another encouraged him, tried to ignore him, entertained him, encouraged and failed to support an invasion against him, paid him ransom and tribute of millions of dollars in cash and supplies to release the Bay of Pigs prisoners, subverted our own judicial and legal processes by releasing Cuban criminals and gunmen in exchange for American citizens held in Cuban prisons.

In dealing with the Soviet base in Cuba, we marched up the hill last October and since then have marched most of the way down again.

The strong stand of the President last October, which had the support of a united Congress, widespread public approval, the wholehearted support of our Latin America States and the backing of our NATO allies, has been frittered away.

Khrushchev was not prepared for a showdown 90 miles from our bases and 5,000 miles from his. He may be in the future when his Cuban bases are augmented by others. Despite the Monroe Doctrine, that foreign

bases in the Western Hemisphere would be contrary to our vital national interests, the Soviet Union challenged us in our own back yard.

During the October exchange of letters between President Kennedy and Chairman Khrushchev, the latter had suggested that we get our missiles out of Turkey and Italy in exchange for his getting Soviet missiles out of Cuba. Our Government denied then and denies now any such deal, but without advance consultation and agreement with our allied Italian and Turkish Governments, we have taken our missiles out of those two countries.

Was it historic coincidence or was it a deal with Khrushchev? I don't know. Senators of both parties with whom I discussed it in Washington don't know.

Have we become so much a captive of the "peace at any price" and "better Red than dead" philosophy that we are prepared to surrender bit by bit and piece by piece under constant nibbling tactics of the Soviet Union?

Last October, along with millions of other Americans, I supported what I then thought was the firm leadership of President Kennedy. From that high point where President Kennedy appeared to be functioning in the Theodore Roosevelt tradition, we have been brushing Castro's beard with a feather duster.

Last October we demanded the removal of the missiles and on-the-ground inspection to see that this was carried out. Though history is replete with examples that the word of the Soviet Union is not worth the paper on which it is given, we backed down from our on-the-ground inspection requirement and, without boarding their ships to inspect, took the word of the Soviet Union that the canvas-covered objects on deck were, indeed, all of the missiles going back to the Soviet Union from Cuba.

How naive can we be? We did not insist on the immediate withdrawal from Cuba of all Soviet armed forces, though these, as well as the missiles, were there contrary to the Monroe Doctrine and the Rio Pact.

An Assistant Secretary of Defense, Arthur Sylvester, has enunciated the doctrine of "the right to lie" to the American people. He has not to this date been repudiated by either Secretary of Defense McNamara or by the President of the United States.

Now, this is not refusing to comment, nor declining to give out a press release on inquiry by the press, the "right to lie" is deliberately misleading the American people.

The administration has not escaped the penalty of such a policy. Millions of Americans today no longer know when they are being lied to and when they are being told the truth. I sincerely regret this for if ever the people were ever in need of confidence in their Government, it is when we face the menace of international communism.

AMERICAN PEOPLE KEPT IN DARK ABOUT MISSILE BUILDUP

Senator KENNETH KEATING, of New York, had more accurate information on Cuban missile bases than the administration—weeks in advance of October 22. At least, the Defense Department was denying their existence until the President's speech to the country.

Why? The Cubans knew the missiles were there—they had imported them. The Soviet Union knew they were there because they had supplied them. Only the American people were deceived, and they were the ones at whom the missiles were pointed.

Monday afternoon, October 22, the President discussed for the first time the proof of Soviet missile bases in Cuba. But, weeks earlier, Members of the Senate and House of both political parties pointed out that Soviet missile bases were in Cuba.

On September 17, 1961, at the Los Angeles Rotary Club, as a private citizen, I

regulated carriers were losing so much traffic is because that same traffic is moved by unregulated and independent motor carriers.

Unless this traffic can be directed to the regulated carriers we cannot build up in this country a satisfactory transportation system.

The Committee Against Unlawful Transportation has prepared the following article entitled "Bootleg Truckers Flourish," which appeared in the July 8 issue of *Railway Age*:

BOOTLEG TRUCKERS FLOURISH

Sometime this summer, enforcement officials in 40 States will throw roadblocks across major U.S. highways. The purpose: to furnish regulatory commissions with up-to-date information on the activities of the Nation's No. 1 lawbreaker—the bootleg trucker.

This multistate roadblock will be the latest effort in a nationwide drive to curb modern highwaymen who are stealing billions of tons of freight every year from railroads and regulated truckers.

Actual figures on how much traffic is being taken from regulated carriers by so-called gypsy truckers engaged in illegal buy-and-sell or phony leasing arrangements are hard to come by. But, according to the Committee on Transportation Practices, which has gained considerable experience in the field—

Between 5,000 and 30,000 trucks move illegally along the Nation's highways each day.

One out of every four trucks moving in intercity transportation is in violation of either Federal or State regulations.

Bootleg truckers are violating Federal laws once every 17 seconds, or seven times every 2 minutes, night and day. This tops the Federal Bureau of Investigation's timeclock, which ticks off one robbery of \$50 every 6 minutes. And the bootleg trucker is doing considerably better than the upper-story man, since the average take on a truckload of stolen traffic is between \$400 and \$450, while the average burglary nets only \$187.

How much are the bootleggers costing the common carriers? No one knows for sure, but the available figures make one thing clear: For many carriers, elimination of the bootlegger would make the difference between a profitable and an unprofitable operation.

ICC estimated \$800 million loss. The Interstate Commerce Commission's definitive 1960 study—"The Gray Area of Transportation Operations"—estimated that illegal truckers move some 11.5 billion ton-miles of traffic a year, amounting to a loss of over \$800 million annually in freight revenues to the common carriers.

Last year, the National Conference of State Transportation Specialists, which will conduct the 40-State roadblock this summer, set up roadblocks in 20 States. In 11 of these States the roadblocks were manned on an around-the-clock basis for 7 days. The results of this sampling indicate that between 26 and 29 percent of all trucks in intercity haulage are operating illegally; that they are moving as much as 35 billion ton-miles of freight a year, costing the common carriers in the neighborhood of \$2.5 billion.

Other estimates go higher. For example, W. Maurice Buttram, director of the Arkansas Commerce Commission and a veteran of over 30 years in State enforcement, thinks that the bootleggers are siphoning off as much as \$5 billion a year in freight revenues from the regulated carriers.

RAILROAD LOSS IS \$500 MILLION

Even taking the lowest estimates, it is fairly safe to assume that the railroads alone are losing close to \$500 million a year to illegal truckers. The growth of this gray area transportation has undoubtedly been a major factor in the railroads' decline from 1930, when they handled 74 percent of total intercity

freight, to 1962's figure, which was close to 40 percent.

Effect of the war: The bootleg trucker got his biggest boost during World War II when transportation of any type was difficult to obtain. Because transport was short there was considerable leniency toward anyone who had a truck available to move a load. Since then, with little tightening up of enforcement machinery, the bootlegger has continued to flourish.

Today, gray area operators are legion. They vary in size from the single have-truck-will-travel type to large operators leasing drivers and equipment in quantity.

They all have one thing in common. They seek out areas of transportation that are exempted from or excluded from regulation and stretch these provisions far beyond their original and legitimate meaning. More often than not, their activities are directly illegal.

For each load, a new name: In Illinois, for example, agents found one trucker, clearly engaged in the transportation of regulated commodities without a certificate, who used washable paint to put a new name on the door of his truck for each load he hauled. When caught, he was hauling a load of farm machinery with the name of the manufacturer proudly displayed on the truck.

A large share of illegal truck traffic moves via buy-and-sell operations. The trucker supposedly purchases the goods he transports and sells them at his destination, purporting to be a private carrier since he can claim ownership of the goods while in transit.

Obviously phony operations of this sort can easily be spotted by alert enforcement officials like the one who recently stopped a truck hauling a load of razors and razor blades worth some \$5,500. The driver claimed he was hauling his own goods, but could produce cash resources of only 30 cents and was badly in need of a shave.

Temptation is strong: There is, of course, nothing illegitimate about bona fide private carriers or haulers of exempt commodities—that is, nothing illegal so long as they confine themselves to the activities permitted under the Interstate Commerce Act. But the temptation for an exempt trucker who may be hauling a load of Georgia peaches to the New York market to pick up a few bucks on the back haul is often too strong to resist.

When a Federal inspector in Georgia, for example, stopped a refrigerated truck, the driver promptly produced a paper showing his load consisted of fresh vegetables—an exempt commodity. But when the inspector looked inside the truck he found bathtubs.

In Kentucky, another trucker iced down a load of steel in an effort to get by inspectors. When caught, the authorities found that he had covered the steel with a layer of straw and then a coating of ice to make it appear that he was hauling vegetables.

Illegal leasing: According to the ICC study, illegal leasing arrangements account for the largest number of violations—about 45 percent. These are often complicated and difficult to detect, but usually involve the subterfuge leasing of drivers and vehicles to shippers to create the appearance of private carriage.

Buy and sell operations account for roughly 21 percent of illegal trucking activities, with exempt carriers transporting regulated commodities another 12 percent. Most of the remaining violations usually fall into such categories as intercity carriers operating beyond the territorial scope of their operating authority, local cartage firms who engage in a little stealthy intercity hauling, or brokers who furnish loads to carriers under an array of illegal practices.

The difficulties in curbing gray area truckers are inherently regulatory in nature.

"An examination of the regulatory policies applicable to motor carriers," says Commissioner Foster Ockerman, of the Kentucky De-

partment of Motor Transportation, "provides an insight into our difficulties. Except for safety regulations, less than 15 percent of all intercity motor carriers are subject to direct regulation by the Interstate Commerce Commission. These unregulated carriers are responsible for over two-thirds of the intercity ton-miles operated by motor carriers, and the percentage of purely intrastate commerce attributable to the unregulated carrier is even higher."

ICC steps up activities: Despite a pitifully small enforcement staff, the ICC's stepped-up program against illegal truckers is continuing at an accelerated pace with special emphasis on gray area operations. During the 12-month period ending last April 30, the ICC handled 895 court cases against illegal carriers. Over 50 percent—451, to be exact—involved gray area operations: unauthorized transportation, 258; the subterfuge of leasing vehicles to shippers to create the appearance of private carriage, 152; subterfuge buy and sell operations to create the appearance of private carriage, 9; subterfuge operations engaged in by shippers' associations and alleged agricultural cooperatives, 10; concessions and rebate cases, 22.

The Commission's efforts are being actively supported by two organizations which are waging war against unlawful trucking activities—the Committee on Transportation Practices (COTP) and the Committee Against Unlawful Trucking (CAUT).

CAUT, which was set up by the Transportation Association of America, is a broad-based grouping of major interests in transportation, including various railroad associations. Basically, it functions as an information service to the public, shipper, and regulatory bodies on illegal transportation.

COTP, on the other hand, is a motor carrier action group set up by the Regular Common Carrier Conference, the National Motor Freight Traffic Association and the Common Carrier Conference—Irrregular Route.

COTP, with a staff of 4 investigators and 4 attorneys has so far filed 33 cases with the ICC naming over 1,000 defendants as violators of the Interstate Commerce Act. The majority of the cases have involved shippers' associations or shippers' agents purporting to come under the exemptions of the act.

Big victory: COTP's most important victory to date came in a decision handed down by the ICC's Division 1 after hearing COTP's case against the Atlanta Shippers Association. The decision, which set forth basic principles for determining the exclusionary provisions of section 402(c)(1) of the Interstate Commerce Act, held, in essence, that a corporation, as the term is commonly understood, may not lawfully act as a bona fide shippers' association. This ruling had subsequently been applied in other cases involving unlawful operations by shippers' associations.

Considerable progress has been made in stepping up enforcement against illegal truckers at the State level in recent years. Oregon, for example, has set up a special committee which furnishes forms to drivers of legitimate carriers which are filled out and sent in to the Oregon Public Utility Commission when illegal operations are spotted. When sufficient evidence has been gathered the case is turned over to the ICC for prosecution.

In Kentucky one department—the department of motor transportation—now controls the issuance of operating authority in intrastate commerce, the granting of reciprocity rights, registration and licensing of all commercial vehicles, the administration of special truck taxes and safety and enforcement activities. In addition to licensing carriers based in Kentucky, the State now requires all motor vehicles engaged in for-hire carriage and all trucks with three

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said, "The buildup of missile bases in Cuba, 90 miles from our shores, is a clear violation of the Monroe Doctrine."

In April, President Kennedy in his press conference said that about 4,000 Soviet troops had been withdrawn from Cuba. This still left from 12,000 to 13,000 Soviet troops in Cuba, even if the 4,000 were a net withdrawal. But, Senator KEATING states that approximately 3,000 to 4,000 have been sent to Cuba while the others were being withdrawn. These facts have also been revealed by a report released by the Senate Preparedness Subcommittee.

Now, this is not a partisan question. I have recently spent several days in Washington, and Democrat as well as Republican members of the House and Senate are deeply troubled over Cuban policy, or a lack of one.

The answer one gets from the "whiz kids," whose advice finds its way to the President is: "Would you have this country invade Cuba and risk the danger of all-out war?" They try to slam the door on congressional and public discussion, while at the same time spoon-feeding the public only what they want the public to know.

On this I do not believe they will be successful. A great debate is now under way in every crossroad, village and town in America. It will spread until we have an American policy that is sound and defensible and understandable.

Now, let me tell you what it should not be before I give you my views on what it should be:

1. It will not pay extortion nor permit the payment of ransom to any nation, Communist or otherwise.

2. It will not torpedo the Monroe Doctrine as a basic cornerstone of American policy.

3. It will not be founded upon lies, half-truths or news blackouts in order to make it swallowable by the American people.

Recognizing that there are risks involved in any policy that we follow other than complete surrender or appeasement, which is a form of surrender on the installment plan, I would be prepared to take whatever risks would be involved for my country, for my family and for myself.

Our general worldwide guideline to our State Department and our Foreign Service should be: the U.S. Government and the American people are dedicated to human freedom. What advances it, we will support and what undermines or destroys it, we will oppose. In support of this general directive the Government of the United States will examine the facts and then take whatever steps our national interests require.

Now, to the specific Cuban cancer:

1. The President should proclaim that the Monroe Doctrine has been reestablished as a keystone of American policy in the Western Hemisphere.

2. The President should address a private letter to Mr. Khrushchev stating that the continuation of Soviet forces in Cuba is in clear violation of the Monroe Doctrine, and that in the interest of our mutual desire to maintain the peace of the world, they should be withdrawn.

3. If a completely satisfactory reply is not received by the President, he should ask to speak at a joint session of the House and Senate. At this session he should ask the Congress for a joint resolution in support of the President to secure the removal of every Soviet soldier from Cuba. He should request legislation permitting the immediate recruitment, equipment, and training of a freedom volunteer corps.

I believe many more Americans would make their contributions to such a corps than contributed to the blackmail, ransom, tax-free donations of last year.

A PLAN OF ACTION TO OUST COMMUNISM FROM CUBA

If Khrushchev is not cooperative, the policy should be:

1. Joint action by all the Western Hemisphere countries, or as many as will cooper-

ate, notifying the Soviet Union that if all such troops and their equipment are not out of Cuba by a stated date, that all Soviet embassies will be closed and all diplomatic relations will be suspended with the Soviet Union until such troops are withdrawn.

2. The placing of U.S. air, naval, and ground forces on an alert basis at least equal to that which existed in late October of 1962.

3. If the Soviet forces are not withdrawn by a specified date, pursuant to paragraph 1, a joint blockade, both sea and air, to cut off all shipments to Cuba, except for food and medical supplies.

4. If the Soviet forces are not fully withdrawn, the United States should encourage the creation of a freedom corps, air and ground.

This should be open to free Cubans, Hungarian freedom fighters, members of U.S. Reserve units who could volunteer without losing their retirement and other rights, veterans of Polish, Czechoslovak World War II forces, volunteers from trained units of free Chinese and free Korean forces, and any other experienced fighters who are prepared to strike a blow for freedom. The plane cover would be flown by experienced combat fliers like Chennault's Flying Tiger volunteers in China.

Since these would be volunteers, and since the use of Chinese Communist volunteers at the time of the Korean war were not looked upon by the United Nations as being a Casus Belli of the Chinese Communist regime, we have ample precedent and quotable quotes for any who might feel called upon to object at the Security Council or the General Assembly of the United Nations.

Such volunteers would be adequately equipped with air, ground, and naval forces to make decisive landings and/or feints simultaneously along the Cuban coast.

The international banner of such a group might well be a torch of freedom that is held aloft from the Statue of Liberty and has been an inspiration to men and women who love freedom everywhere.

5. Notice should be served, following the removal of Castro and the Soviet forces that a trusteeship will be established under the Organization of American States until free elections could be held by the Cuban people.

6. U.S. ground, naval, and air forces would not be used unless the Soviet Union attempts to reinforce its garrison or commit a hostile act against the United States, or its allies.

This I would call a progressive squeeze policy to offset the Communist nibbling process.

Of course, risks are involved. But, if the signers of the Declaration of Independence had not taken risks, we would not be here now. Risks have been taken through all our history to gain, to preserve, and to protect our way of life. The risk of doing nothing is in my judgment far greater to our ultimate survival.

Somewhere, somehow, at some time, the right place must be found for the free world to say to communism: "You have gone far enough," and for Americans to say: "Indeed, you have gone too far when you have established your bases 90 miles from our shores."

Federal Statistical Directory Provides Ready Reference to Executive Branch

EXTENSION OF REMARKS

OF

HON. THOMAS B. CURTIS

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Monday, August 5, 1963

Mr. CURTIS. Mr. Speaker, several weeks ago the 19th edition of the Fed-

eral Statistical Directory was published by the Office of Statistical Standards, Bureau of the Budget. According to its foreword:

The Federal Statistical Directory is designed to serve as a guide to facilitate communication with offices concerned with particular statistical functions. It lists, by organizational units within each agency, the names, office addresses, and telephone numbers of professional, technical, and administrative personnel associated with statistical and related activities of agencies of the executive branch of the Federal Government.

Mr. Speaker, I want to recommend this directory as a document of considerable value for congressional offices. It contains vital information and is most useful for all research projects.

In an exchange of letters with the Joint Committee on Printing, I requested that each Congressman's and Senator's office receive a copy, and it is my understanding that these have been distributed.

Remarks of Dr. Enrique Llaca at the National Draft Goldwater Rally on July 4

EXTENSION OF REMARKS

OF

HON. JAMES B. UTT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, August 5, 1963

Mr. UTT. Mr. Speaker, under unanimous consent to extend my remarks in the Appendix of the Record, I wish to include the remarks of Dr. Enrique Llaca, which he made at the national draft Goldwater rally on July 4. Dr. Llaca is a Cuban freedom fighter and a veteran of the Bay of Pigs invasion:

As Mr. O'Donnell has told you, I am not an American citizen. I am a Cuban. You may ask, "Why are you here before an American rally for a man who is being asked to seek the Presidency of the United States?"

I believe with all my heart that the future freedom of my fellow Cubans, as well as the millions of people behind the Iron Curtain, depends on the kind of leadership which will be provided by this country in 1964.

More than that, I believe the future freedom of the people of this country is in jeopardy. I want to testify from personal experience how easy it is to lose freedom and how difficult it is to regain. Truly, one blow to save freedom is better than a million to win it back.

I know these things from bitter experience. I saw Cuba ravished by communism, when I was sure it could not happen in my country. Communism reaches its evil goals by deceiving the people into thinking they are going to live in Utopia.

Americans, be on guard. When we lost our freedom in Cuba, I vowed to fight to regain it, and I joined the Cuban freedom fighters. With the promise of support from the U.S. Government, we landed at the Bay of Pigs. At the crucial hour the air cover we were promised was withdrawn, and we were betrayed.

As a result of that betrayal, many of my comrades in arms died, and the rest of us were thrown in a Communist prison. I was released because of ransom paid to Castro by the U.S. Government. But mark this well, there will be no one left to pay your ransom, no one left to come to your rescue. There will be no second chance for Americans.

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America is the last hope for freemen. Should America fail, freedom falls everywhere.

The years of struggle which brought so much suffering will not be in vain if the United States learns it must provide leadership that will not vacillate, that will not equivocate, that will not accommodate our sworn enemy.

To the defense of the traditions and values Americans cherish, we Cubans are committed. One of the great tragedies of the free world is the fact that our struggle for a free Cuba is laboring under conditions that greatly benefit the Communists. While Khrushchev sends Castro tons of modern weapons and economic aid to keep his regime going, the Kennedy administration clamped down on the Cuban freedom fighters.

Instead of blocking the stream of Soviet arms which continue to flow into Cuba and the Western Hemisphere in defiance of the Inter-American Treaties and the Monroe Doctrine, your present administration established a new blockade to protect the enemy and persecute our freedom forces in international waters.

But let me make it clear, if the leaders of the West are preparing a new Munich without taking into consideration the Cuban peoples' right to freedom; if the present leaders of the free world are secretly negotiating a false, precarious peace, implemented by enemy propaganda, let them know—let them know—they will only swell to giant proportions the heroic resistance of my people and the freedom loving people throughout the Americas.

Fortunately, we are not alone in this struggle. There are still leaders like Senator GOLDWATER, who has from the beginning stood by Cubans in their struggle to liberate our country from Communist oppression. Before, during, and after the Bay of Pigs invasion, Senator GOLDWATER has stood resolutely on his belief that a man does not deserve freedom for himself unless he is willing to fight for the freedom of others. He knows that the struggle to liberate Cuba is at the same time a struggle for a free America, and he knows that to restrict any man's fight to regain his freedom is a blow against freedom everywhere.

Let all Americans remember on this Independence Day that the liberation of Cuba means a vital step toward fulfillment of the God-given destiny of this great Nation, to help all peoples of the world to obtain and preserve the ideal goals of independence, the right to "life, liberty, and the pursuit of happiness."

West Paterson, N.J.: A 50th Anniversary Salute

EXTENSION OF REMARKS OF

HON. CHARLES S. JOELSON

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, August 5, 1963

Mr. JOELSON. Mr. Speaker, 14 communities make up the Eighth District of New Jersey which I have the honor to represent in this body. One of these, West Paterson, is now observing the golden jubilee of its establishment.

The assembly of a dozen dedicated citizens in November 1912 led to the incorporation of the Borough of West Paterson by the New Jersey Legislature on March 25, 1941. Ratification by the voters of West Paterson followed on May 26 of the same year.

Garret Mountain Reservation, an expanse of 450 acres, is located in this municipality of 8,000 inhabitants. The borough is nearly 3 square miles in area at a latitude of north 40 degrees 53 minutes and longitude of west 74 degrees 10 minutes.

The borough has adjusted to the increasing tempo of the 20th century, and has thriving modern industrial plants in addition to its many dwellings. The homes in West Paterson, although not luxurious, are proud symbols of the American economic system.

West Paterson is a typical American town which takes great satisfaction in its institutions. It is grateful for its churches, its schools, and its volunteer fire department.

Mr. Speaker, our beloved Nation can only be as strong as the thousands of municipalities of which it is composed. West Paterson is one of these sources of national strength and growth. We salute it on its 50th birthday and wish it many more years of progress in a free and peaceful United States.

House Resolution 14: Special Committee on Captive Nations

EXTENSION OF REMARKS OF

HON. DANIEL J. FLOOD

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, August 5, 1963

Mr. FLOOD. Mr. Speaker, on March 8, 1961, I introduced a measure calling for the establishment of a Special Committee on Captive Nations in the House of Representatives. During the 87th Congress it was known as House Resolution 211, and earlier this year I reintroduced it and in the present 88th Congress it is known as House Resolution 14.

Mr. Speaker, there are not sufficient words to express my profound gratitude and personal delight to the more than 20 Members of the House who joined with me in that most stimulating and very enlightening discussion which took place on the subject of the captive nations—CONGRESSIONAL RECORD, March 8, 1961, "Russian Colonialism and the Necessity of a Special Captive Nations Committee," pages 3286-3211.

The popular response to House Resolution 211, now House Resolution 14, has been so enthusiastic and impressive that I feel dutybound to disclose the thoughts and feelings of many Americans who have taken the time to write me on this subject. These citizens are cognizant of the basic reasons underlying the necessity of the proposed committee. They understand clearly the vital contribution that such a committee could make to our national security interests. In many cases, they know that no public or private body is in existence today which is devoted to the task of studying continuously, systematically, and objectively all of the captive nations, those in Eastern Europe and Asia, including the numerous captive nations in the Soviet Union itself.

Because their thoughts and sentiments are expressive and valuable, I include the following responses of our citizens to House Resolution 14 in the Appendix of the RECORD:

HARLINGEN, TEX.,
July 3, 1963.

HON. DANIEL J. FLOOD,
U.S. Congressman,
House Office Building,
Washington, D.C.

DEAR MR. FLOOD: Though I am not in your district, I want to wholeheartedly commend you and encourage you in your efforts to push through House Resolution 14, the resolution asking for a Special Committee on Captive Nations. I believe this to be very necessary.

Let us have this committee which will make known the oppression, the hopelessness and the true facts of life within the captive nations.

Why the administration is bending every effort to soft-pedal and cover up the evils of the Soviet is completely beyond my comprehension.

We are spending some \$40 billion each year for defense against one self-declared enemy. This enemy has time and again stated to the world that they are going to overwhelm us.

If there is no danger from them—if they are not aggressive—if they do not intend to take us over—then we do not need to spend \$40 billion a year in defense.

If the Soviet does constitute the greatest danger that we face today—if they are bent on world conquest—if they are using every possible means to overthrow the constitutional Government of the United States—then let us spend the \$40 billion, and also let us name the enemy. Let us have the true picture of him. Let us see him as he stood in the Katyn Forest and let us take a good look at him as his tanks rolled by in Budapest.

The one comforting part of the picture is that there are a few men such as you in our Government who are not crawling around on their hands and knees and who are unashamedly pro-American.

Sincerely yours,

M. H. PERRY.

HAVERHILL, MASS.,
June 3, 1963.

Congressman DANIEL J. FLOOD,
House Office Building,
Washington, D.C.

DEAR CONGRESSMAN FLOOD: Please accept our gratitude for your introduction of House Resolution 14-15.

As people much interested in captive countries, we commend you and we support your bill.

Very truly yours,

GRIGOR AVEDION.

FOREST HILLS, N.Y.,
June 29, 1963.

HON. HOWARD W. SMITH,
Chairman, Committee on Rules,
House of Representatives,
Washington, D.C.

DEAR SIR: Please note pending resolution (H. Res. 14) on captive nations needs your utmost consideration. So please do all you can to make it a success. Your efforts will be greatly appreciated.

Thanking you very much,

Yours truly,

JOHN VARNES.

UKRAINIAN CONGRESS COMMITTEE
OF AMERICA, INC.

Bismarck, N. Dak., June 22, 1963.

HON. HOWARD W. SMITH,
Chairman, Committee on Rules,
House of Representatives Office Building,
Washington, D.C.

DEAR CONGRESSMAN SMITH: I am taking the liberty to write to you in behalf of the Ukrainian Congress Committee of America,

A4978

CONGRESSIONAL RECORD — APPENDIX

August 5

the real worth of attacks being made today, and I hope to call several old articles to the attention of my colleagues during the next few days.

Coast Guard Observes 173d Birthday

EXTENSION OF REMARKS

OF

HON. JOHN W. WYDLER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, July 8, 1963

Mr. WYDLER. Mr. Speaker, August 4 has been set aside annually, by Presidential proclamation, as Coast Guard Day, a day in which all Americans should recognize the splendid job being done by our Nation's oldest, continuous, seagoing military service.

The Coast Guard has always played a major role in our Nation's coastal defense, oceanographic studies, and water safety procedure—not to mention their ever-vigilant rescue service which has resulted in the saving of scores of lives.

We on Long Island, comprising one of the Nation's largest concentrations of both commercial and sport marine enthusiasts, are especially grateful for the magnificent job being performed by our Coast Guard in this, the start of their 174th consecutive year of service.

At this point, Mr. Speaker, I should like to include in the RECORD an article written by the Treasury Department in recognition of the Coast Guard's 173d birthday:

COAST GUARD OBSERVES 173D ANNIVERSARY

WASHINGTON, D.C., August 4.—The U.S. Coast Guard today moved briskly into its 173d year by announcing the start of its first major fleet modernization program since World War II.

The program, which will take about a decade to complete, looks toward a completely streamlined service by the early 1970's, Adm. Edwin J. Roland, Coast Guard Commandant, said.

In commenting on the future plans of the Nation's oldest, continuous, seagoing military service, Admiral Roland pointed out that within the next decade the Coast Guard plans to replace existing fleet units with newly designed ships of all classes. They will range from heavy- and medium-endurance cutters to buoy tenders and other smaller craft. The new ships will embody the latest naval engineering concepts, including revolutionary combination diesel-gas turbine powerplants and air-conditioned living quarters for the crew.

Two of the new ships have already been built and will soon be in service, Admiral Roland said. They are the 210-foot medium-endurance cutters *Reliance* and *Diligence*, with others soon to follow. The new fleet will add new reach and effectiveness to the Coast Guard's capability for search and rescue and related duties. Coast Guard rescue efforts during the past year saved 2,352 lives and more than \$1.3 billion in property.

Plans are also under way to extend the capabilities of the Coast Guard's air arm. Most noteworthy has been the recent acquisition of the HH-52A gas-turbine helicopter. Eventually, the Coast Guard will acquire about 98 of these amphibious aircraft which will become the workhorse of the service. In the field of long-range aircraft, the Coast Guard is acquiring the HC-130B

Lockheed "Hercules" which can be employed for more extended search and rescue as well as for transport of men and equipment.

As part of the service modernization program, Coast Guard officials are currently studying a reorganization of shore facilities to meet the demands of 20th-century shipping and burgeoning small-boat traffic.

In view of the troubled situation in Cuba, the Coast Guard has maintained a regular air and sea patrol off the Florida coast. Objective of the patrol is to prevent violation of United States laws by Cuba-bound raiders. More than 4,000 Cuban refugees have already been rescued by Coast Guard ships and aircraft.

The Coast Guard is participating actively in our country's efforts to unlock the secrets of the oceans. It has been carrying out oceanographic research since 1867 when the Revenue cutter *Lincoln* conducted the first survey of Alaskan waters. Since then, its oceanic studies have been broadened to include the international ice patrol and its ocean station vessels in the Atlantic and Pacific.

Within the past several months, Coast Guard has moved its oceanographic unit from Woods Hole, Mass., to the National Oceanographic Data Center in Washington, D.C. The Center has been established to coordinate Federal oceanographic efforts.

The same progressive spirit sparks the Coast Guard's testing and development program. Its electronic engineers have long been active in developing new techniques and devices to promote the safety of life at sea. One of the most important of these has been loran-C, an advanced version of the famous long range aid to navigation system, loran-A, in effect since World War II. Other products of Coast Guard research include an atomic buoy and lighthouse which hold much promise for the future, and a pilot version of a radar and television aid to navigation known as RATAN. Ultimately it is expected that this new aid will contribute substantially to the safety of coastal navigation.

Along with these varied activities, the Coast Guard has been carrying out its traditional merchant marine safety program, including small boat safety, and operation of more than 40,000 aids to navigation. At the same time, it maintains itself in a constant state of military preparedness so that its officers and men may take their places promptly with the Navy in the event of national emergency.

It has been a crowded 173 years for this small service of approximately 31,500. But the Coast Guard has always been proud of its readiness to take on the new responsibilities of our swiftly changing times. Its dedication and skill can always be counted on to be at the service of our Nation.

Two Thousand Women Political Prisoners in Cuba

EXTENSION OF REMARKS

OF

HON. PAUL G. ROGERS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 30, 1963

Mr. ROGERS of Florida. Mr. Speaker, on July 25, 1963, representatives from the Commission for the Protection of Women Political Prisoners in Cuba, an organization dedicated to freeing some 2,000 women being held in Cuban prisons, were in Washington and stopped by to see me. These women are concerned over the inhumane treatment of these

women behind the Cuban prison walls, and they urge that these women be freed.

I am greatly concerned over this situation, and feel that the Organization of American States and the International Red Cross should send in investigating teams to examine this situation. The inhumane treatment that these women are suffering is another instance that may be added to a long list of human suffering in Communist Cuba. The Cuban people have nothing better to look forward to, until communism and Castro have been removed from Cuba. I urge that the results of the Organization of American States and the International Red Cross investigations should be made public, and positive action taken to aid in the release of these women prisoners.

J. Edgar Hoover Cited Sinister Backing in Civil Rights

EXTENSION OF REMARKS

OF

HON. O. C. FISHER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, August 5, 1963

Mr. FISHER. Mr. Speaker, is the march on Washington, scheduled for August 28, a brainchild of the Communist apparatus in this country?

Even though the march has Presidential blessing and is being pushed by some church leaders, that does not necessarily mean that the whole idea for the mass demonstration was not Communist inspired. It is an old Communist trick to get decent and respected people to do their bidding.

We do know that Martin Luther King, the moneyraising Negro leader, has been quite friendly with Communist functionaries. And King is the kingpin of the Washington march. A widely publicized photograph shows King in attendance on a meeting sponsored by Communists, seated alongside Abner Berry, of the Central Committee of the Communist Party. Also seated with King is Aubrey Williams, president of the Southern Conference Education Fund, Inc., described as the transmission belt in the South for the Communist Party; and Myles Horton, director of Highlander Folk School for Communist Training, of Monteagle, Tenn. Berry and Horton are Negroes.

Now, this alone does not prove anything other than King's friendliness with the subversives. He evidently knew who they were and what their business was when he met with them. They evidently knew King very well. They invited him to their meeting and invited him to speak to them.

What about Jack O'Dell, the Communist leader, who until right recently was Martin Luther King's righthand man, on the payroll of the Southern Christian Leadership Conference in the New York headquarters? He was released by "mutual agreement," according to King, because it was feared his past might be

1963

The destiny of America does not lie in our being the first to set foot upon the moon, to put into orbit a space station for the future conquest of outer space. Our destiny lies in keeping faith in and yielding to the authority and power of God. "In God We Trust" is the greatest motto any nation ever had. It is truly the foundation of America. When you remove the foundation the building crumbles and falls. A nation that walks with God need fear no man. It is the aim and objective of the "Back to God" movement of the American Legion to bring God to the foreground in American life, not merely the religious life, but the social, economic, and political life as well. God is an essential part of real Americanism. Without God, there is no Americanism.

Legionnaires must become not only crusaders for country, they must become crusaders for God. That is, if the words at the beginning of the preamble to our Constitution mean anything—"For God and country."

"For God and country" offers the only way to save this Nation from oblivion. I urge you to go back to your posts and make the "Back to God" program the essential activity that it is. Remember that America's safety lies in our relation to God. A former president of our country has said, "A nation's strength is in her religious convictions." Battleships and armies, nuclear weapons and space ships will never save us from the moral foes which threaten. St. Augustine explained it centuries ago when he said that without adherence to God, there can be no purity, stability or permanence in the life of the nation. God, give us faith, such faith as is the victory that overcometh the world.

THE "BACK TO GOD" MOVEMENT

The American Legion pledged to service "For God and Country" has continuously emphasized the spiritual foundations of our freedom.

To preserve this freedom, a spiritual reawakening of the American people is imperative. It behooves us as a nation to reaffirm our faith in almighty God, to rekindle that spirit of humble reliance in divine guidance which inspired the Founding Fathers to arm our people in time of peril with the ageless weapons of moral and spiritual might and to uphold and preserve, unimpaired, the spiritual heritage of America.

Our Founding Fathers derived our fundamental rights from God, and made "treating the other fellow as yourself" the means of continuing them. Our Nation's security was not placed in man alone, in classes of men or manmade plans. Our security was based on trust in God and in the individual responsibility of freemen to God and to fellow citizens.

Impact Upon Related Industries—Wooden Box Industry

EXTENSION OF REMARKS OF

HON. CHARLES S. GUBSER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, August 5, 1963

Mr. GUBSER. Mr. Speaker, the following information with respect to Public Law 78 has been provided by the Council of California Growers:

IMPACT UPON RELATED INDUSTRIES—WOODEN BOX INDUSTRY

Crops such as tomatoes, asparagus, melons, and celery are packed almost 100 percent in wooden containers, according to the Wooden

Box Institute of 55 New Montgomery Street, San Francisco.

The institute provides these figures to show the importance of these crops to the box industry:

1. Overall employment: 10,000.
2. Annual production: 40 million containers (the equivalent of 80,000 carloads of packed produce).
3. Value of annual production: \$15 million.

Because of an embargo upon American-made box material (shook), any large-scale movement of U.S. growers to Mexico would seriously affect the American boxmaking investment.

We are very likely to see more and more of these crops being produced in Mexico and shipped here to compete with the growers who do try to produce and market these commodities as they have in the past if our labor problem is not resolved before December 31. The trend has already begun. Compare Mexico's production and export of the following crops in 1955 with their status in 1960 as an indication of a trend which might well continue to expand more:

Crop:	1955, pounds	1960, pounds
Winter tomatoes-----	45,674,000	151,999,000
Spring tomatoes-----	15,847,000	64,765,000
Strawberries---	10,030,000	31,388,000
Spring cantaloups---	3,831,000	14,032,000

Will They Pay?

EXTENSION OF REMARKS OF

HON. AL ULLMAN

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 24, 1963

Mr. ULLMAN. Mr. Speaker, some Members of Congress have expressed concern recently about the growth of the Bonneville Power Administration in serving the Pacific Northwest. It has been stated that any new dams, such as Burns Creek or Knowles, will simply create an unusable power surplus. It has also been said that the extension of the Bonneville marketing area into southern Idaho will adversely affect consumers there in addition to having a harmful effect on the private utilities in the area. In fact, we have benefited during the last several days from a protracted series of statements in the RECORD painting a black picture of the dangers created by expanding BPA. An editorial in the New York Times supports the contentions of the opponents of Bonneville and I wish to include it at this point in my remarks.

WILL THEY PAY?

Under the large powers granted to the President by the Recovery Act about \$400 million will be spent for power development, flood control, irrigation systems, and the improvement of navigation. The public works in course of construction are magnificent—a credit to the engineering ability and energy of the Nation. But are they economically justified? Are they part of a larger plan in which existing privately owned structures have a place? A stage has been reached when the public, which must eventually pay the bills, has a right to ask such questions. The Engineering News-Record performs a notable service by analyzing these "under-

takings without precedent" as business enterprises and thus supplying facts for the answers.

Although political pressure forced the administration to allot money for a few of these works, all are intended primarily to achieve the President's social ends. Four "power yardsticks" were wanted in as many regions to measure the reasonableness of the rates charged by privately owned utilities. How undertakings of doubtful economic value can serve this purpose is not evident. In the Northwest, for example, the Grand Coulee and Bonneville Dams and accessory structures, promoted by politicians and costing respectively \$63 million and \$39 million, must stand still or fall as powerplants. The final installations proposed will give the region a generating capacity of 15 billion kilowatt-hours, and this in the face of a consumption that has never been more than 25 percent of that amount. Another project of Fort Peck must be judged as an aid to navigation in the Missouri. But the engineers who finally reported on its future declined to commit themselves on the commerce that would be developed or the savings in freight charges that would be realized. In Wyoming the Casper-Alcova irrigation diversion dam and the Seminoe storage and power dam were planned for geographical rather than for business reasons. There is little hope that the land to be watered by them will ever repay their cost.

Low rates for energy and low prices for household appliances have created an electric boom in the Southwest, but it will take years of experimenting and something better than the kind of cost-accounting that shows a profit for the Postoffice to determine whether administration hopes will be realized in the Tennessee Valley. Boulder Dam, which was begun before the New Deal, but which must be included in its program because it will aid in supplying one of the power yardsticks, stands alone as a commendable piece of engineering and economic planning, although it seems destined to start badly because of a lack of water and because it will be completed so far ahead of time that communities will not be ready to use the power for which they contracted.

It may be that no great social experiment can be undertaken without ignoring the prospect of direct financial return, and it may be that national assets cannot be appraised in terms of markets and services alone. Moreover, utilities have a way of ferreting out unexpected sources of income and meeting unforeseen needs. Air conditioning, heating and cooking by electricity, the electrification of farms and railroads—these are but a few of the more obvious possibilities that await development. But even if we grant that the natural evolution of technology and the country may come to the financial rescue of these gigantic undertakings, the fact remains that they have little prospect of paying for themselves in what an economist would call a reasonable time, and that they are primarily workmakers in a national emergency.

Mr. Speaker, that editorial appeared in the New York Times on December 9, 1934, and was a moderate example of attacks at that time on public power in the Northwest. Men of little vision are still having difficulty understanding the potential benefits of the Columbia Basin, and still seem incapable of grasping the fact that an economy will always grow to meet available resources.

Mr. Speaker, the diatribes against Bonneville in the 1960's are just as invalid as the diatribes of the 1930's have proven to be. The original attacks on BPA should be very helpful in assessing